proposals representations received by Government to introduce new Super Fast trains during the year 1993;

(c) the number of demands considered by Government so far;

(d) the States which are not included for new super fast train connections so far in 1993; and

(e) what are the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA) (a) Introduction of new trains including Super fast trains is a continuous process on the Indian Railways subject to traffic justification, operational feasibility and resource availability.

(b) and (c). A very large number of demands for new trains etc. are received from various sources at different levels of Railway administration. These demands are duly examined and action as found feasible and justified is taken. However, statistics of such demands are not maintained.

(d) and (e). The trains are not introduced State-wise.

Proposal to Open Computerised Reservation Centres in Gujarat

2991. SHRI GOPALSINH G. SOLANKI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any proposal to open new computerised reservation centres at Gandhigram, Mani-nagar, Gandhinagar in the State of Gujarat in view of very heavy rush at Ahmedabad railway station;

(b) if so, what are the details thereof; and

(c) by when it would be established in above stations in Gujarat State?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA) (a) to (c). The computerised passenger reservation terminals have been provided at Gandhigram, Gandhinagar and Maninagar.

Utilization of Sanctioned Amount in Five Divisions of SC Railway

2992. SHRI J. P. JAVALI: Will the Minister of RAILWAYS be pleased to state:

(a) what are the details of budget sanction for developmental works and broadguage conversions in South Central Railway during the year 1990-91, 1991-92 and 1992-93;

(b) what are the details of utilisation of sanctioned amounts in each of the five Divisions of S.C. Railway;

(c) whether any sanctioned amounts lapsed in any of the five Divisions and whether such lapsed amounts were diverted to one or the other Divisions within S. C. Railway; and

(d) if so, what are details thereof and reasons for lapse and diversion of the same?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) to (d). The information is being collected and will be laid on the Table of the Sabha.

Privatisation of Docks

2993. SHRI SUKOMAL SEN: Will the Minister' of SURFACE TRANSPORT be pleased to state:

(a) whether Government have decided to privatise the Docks of Jawaharlal Nehru Port of Bombay;

(b) whether similar decisions have been taken for the Docks of other ports also; and

(c) if so, what are the details thereof and what are the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) It has been decided, in princile, to privatise the Container

Terminal at Jawaharlal Nehru Port, Bombay.

(b) and (c). Yes, Sir. The Government have already approved the following proposals:—

(i) Two berths at Haldia Dock Comlex and one at Calcutta Port have already been allotted to private parties.

(ii) One berth at Bombay have been leased to a private party for managing the berth.

(iii) Water front and land area at Goa has been leased for setting up of dry dock y private parties.

The main reason for privatisation is to raise larger resources for ports.

Modernisation of Handling Equipments at Visakhapatnam Outer Harbour

2994. DR. NAUNIHAL SINGH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) how old is the handling equipment used at the Visakhapatnam Outer harbour;

(b) whether it is a fact that the foreign ships have to pay demurrage in foreign exchange as a result of waiting for more days to get the cargo loaded;

(c) if so, why shippers be penalised since it is due to obsolete handling equipment; and

(d) what action Government have taken or propose to take to modernise the handling equipment at the port mentioned above?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Except for one reclaimer which was installed in 1970, other are handling equipment in the outer harbour are 17 years old.

(b) and (c). Ships do not pay any demurrage, but the Shippers have to pay the demurrage. Demurrage becomes payable not on account of obsolete equipment alone but there are other reasons also like sequence of ship arrivals, bunching of ships, changes in cargo mix like fines, lumps etc. arrival of ships at a time when adequate cargo is not available, bad weather etc.

(d) Modernisation programmes have been taken up to ensure faster working of the Port equipment. The tipplers which were 25 years old are replaced with new tipplers. One new reclaimer of 4000T capacity has been commissioned in 1991. The old components are replaced as and when required as part of maintenance.

Permission to foreign bodies to invest in Indian Shipping Industry

2995. DR. NAUNIHAL SINGH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the shipping industry is 'cash-starved';

(b) if so, what are the details in terms of targetted growth during the Eighth Plan period;

(c) whether it is a fact that Government are considering to have an Ordinance passed to permit foreign bodies to invest in Indian shipping companies, if so, how soon with details thereof be given;

(d) if so, what are the details thereof and by when the permission would be accorded; and

(e) what are the details of liberalising with regard to the shipping policies?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) No, Sir.

(b) In 8th Plan period it is proposed to add 2.5 million Gross Registered Tonnage (GRT) which includes replacement of 1.5 million GRT.

(c) and (d). An Ordinance amending certain Sections including Section 21 of